

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: March 15, 2017

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
Keith Privett, CDOT, Co-Chair
Bruce Christensen, LDOT (on phone)
Kyle Whitehead (alt.), Active Transportation Alliance
Jessica Ortega, DuPage Co. Forest Preserve
Ed Barsotti, Ride Illinois
Sidney Kenyon, DuPage DOT
Allison Buchwach, Metra
Pamela Sielski, Cook County Forest Preserve District
Lee Ann Prather, IDOT
Karen Shinnars, Pace (on phone)
Marla Kindred (on phone)
Jason Meter, CTA
Patrick Knapp, KKCOM
Kevin Staniel, RTA
Allan Mellis, Citizen

ABSENT:

Randy Neufeld, SRAM Corp
Katie Knapp, City of Evanston
Richard Bascomb, Village of Schaumburg
Greg Piland, FHWA
Gin Kilgore, Bike Winter / LIB
Dave Longo, IDNR
Representative, CNT

CMAP STAFF:

John O'Neal
Elizabeth Schuh
Elizabeth Irvin
Lindsay Bayley
Doug Ferguson

OTHERS:

Cori Crawford, Will Co. Forest Preserve District
Wendy Leonard, Will Co. Forest Preserve District
Brian Pigeon (on phone)
Carlos Felicianos (on phone)
Bruce Sylvester, Niles (on phone)
Mike Walczak, NWMC
Marty Mueller, Knight E/A Inc.
David Smith T.Y. Lin/CDOT
Krisitin O'Toole, Alta

1.0 Introductions

Members and attendees introduced themselves. The Chair invited Lee Ann Prather, from IDOT Bureau of Planning, to join the Task Force.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Pedestrian and Bicycle Project Programming

3.1 CMAQ FFY 2018-22 / TAP-L 2018-20 Call-for-Projects

In January, CMAP released a new call for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and locally programmed Transportation Alternatives Program (TAP-L). Applications were due on March 3, 2017. CMAP staff, Doug Ferguson, provided a preliminary description of the response to the call, highlighting the bicycle and pedestrian applications.

A total of 105 applications were received. Approximately, \$907M in federal funds was being requested. 34 “bicycle facilities” applications were received, requesting a total of \$105M. Additionally, two bike share applications (category, “Other”) and 9 “access to transit” applications were received. Mr. Ferguson stated that all the applications would be posted online at the “Program Development” webpage: <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development>.

Mr. Ferguson stated that staff anticipated that a draft program would be released in July; the public comment period would be August and September, and that approval for the proposed program is targeted for Oct. 11.

When asked how much funding was available for programming, Mr. Ferguson stated that over a three year period, approximately \$200M in CMAQ funds, \$28M (\$9M/year) in TAP funds were anticipated.

Ms. Ortega stated that the FPDDC had concerns about the amount of time required for permits from IDOT, which in many cases delayed projects, making them ineligible for CMAQ and TAP. Mr. Felicianos from IDOT replied that staffing shortages at IDOT made the processing of Phase 1 PDRs slower than they would like. Mr. Ferguson added that the requirement is not that Phase 1 be fully signed-off on, but that a legitimate PDR be completed and accepted/ok'd by IDOT.

4.0 Local and Regional Planning

4.1 ON TO 2050 – Plan Development

4.1.1 ON TO 2050 – Demographic Trends Snapshot Report

CMAQ staff, Elizabeth Schuh, presented on the Demographic Trends Snapshot Report (available [here](#)). The report highlights four key themes that will inform the development of ON TO 2050: our region's population growth has slowed due to a declining birth rate and continued domestic outmigration; our region is aging (as are peer regions); there are changing immigration patterns where Asian immigrants are the fastest growing immigrant group; and our region is increasingly diverse with divergent outcomes for different races and ethnicities.

Mr. Mellis asked if ON TO 2050 would include goals related to demographics. Ms. Schuh replied that there would not, strictly speaking, be "goals" related to the kind of demographics that the snapshot report presents, but that goals related to "inclusive growth" and "equal access to opportunity" will be part of the plan. Mr. Kenyon asked the reason for the growth in older populations. Ms. Schuh stated that this is a national trend and that, in addition to smaller households, a lack of in-migration (from abroad and from elsewhere within the US) lie at the heart of this trend. Mr. Staniel asked if CMAP has compared our region, in regards to aging population, to peer regions in the Midwest and if so, whether the same trend may be observed in those regions. Ms. Schuh responded 'yes,' on both matters.

4.1.2 ON TO 2050 – Travel Trends Snapshot Report and Alternative Futures

CMAQ staff, Elizabeth Irvin, presented on the Travel Trends Snapshot Report (available [here](#)). Ms. Irvin also presented on the "Alternative Futures" approach, developed (as part of ON TO 2050) to assess and describe broader changes that may affect the region, identify strategies to mitigate or prepare for negative impacts and capitalize on opportunities, and engage residents on these issues. Ms. Irvin focused on the alternative future (one of the five) that asks, "*What would happen to our region in the year 2050 ... more people chose walkable, mixed-use communities?*" For more information on Alternative Futures, see the CMAP webpage [here](#).

Mr. Hacker expressed concern that the Alternative Futures scenario, as currently formulated, inadvertently marginalizes or downplays transit. Ms. Irvin stated that this is not intentional, and that Alternative Futures and the plan as a whole will fully address transit. Mr. Mellis stated that individual municipalities can change zoning ordinances to encourage TOD (as the City of Chicago recently did). Mr. Whitehead stated that CMAP could promote broad strategies that promote transit, such as greater density and mixed use around transit, as well as new and increased funding for transit. Ms. Ortega stated that she thought the travel trends and Alternative Futures (AF) focused on Gen X

generation as opposed to older Boomers and younger Millennials. Mr. Kenyon asked how AF scenarios would address “disproportionally-impacted communities.” Ms. Irvin replied that AF and strategy papers would address housing and equity, as well as in a draft memo on overcoming barriers to mixed use development. Mr. Mellis stated that he thinks that fully integrating bicycle and transit – making bicycling to transit stations much easier/more convenient – is important.

4.1.3 CMAP ON TO 2050 – Non-Motorized Transportation Snapshot Report

CMAP staff and project manager, Lindsay Bayley, gave the Task Force an update on the Non-Motorized Transportation Snapshot Report, which was introduced at the last Task Force meeting. The report, like other Snapshot Reports, will look at recent changes, regional trends, and current conditions, to help define further research needs for ON TO 2050. The report will compare conditions and practices in our region and highlight changes in bicycling and walking between over the past 10-15 years. The topic of the report responds to regional interests as expressed in public forums and outreach activities related to ON TO 2050.

After noting that use non-motorized modes for commute trips has decreased or stayed the same in all areas outside of the City of Chicago, Mr. Rickert asked why this might be the case. Mr. O’Neal stated that this might be an issue with the data – small numbers overall and the Census design, which asks about “primary” mode of commuting. Ms. Bayley agreed and stated that this situation is part of a much longer-term trend in our and most regions and cities across the U.S.

Mr. Kenyon asked whether, in addition to road jurisdiction, fatal crashes were analyzed in relation to minority or African-American populations/neighborhoods Ms. Bayley stated that analysis in relation to “disproportionally disadvantaged” populations was undertaken, and while a correlation is indicated, the reasons for this is not known. Mr. Rickert reminded members that both CMAQ and TAP include safety as a criterium. Mr. Whitehead stated that Active Trans analysis indicates that K and A crashes are over-represented on larger arterial (and above all, on IDOT) roadways.

4.2 Kane-Kendall Council of Mayors

Patrick Knapp, Transportation Planner/Planning Liaison with Kane County DOT and Kane Kendall Council of Mayors, presented on recent KKCOM and KDOT initiatives to promote bicycling and walking. These efforts include updates to the Fox River Trail Signage Program, KKCOM STP Methodology, KDOT ADA Transition Plan, KDOT’s Long Range Transportation Plan outreach, KDOT Impact Fee Program, and recent and programmed (individual) projects.

Mr. Knapp began with an overview of the Kane-Kendall Council of Mayors, its structure, membership, programming activities and policeis. He then went into detail on KKCOMs new/updated STP programming methodology, which includes 15 out of 100 points for “Multimodal Components.” Next, he discussed the multi-jurisdictional effort to update Fox River Trail signage, which included a detailed inventory of all existing signs, outreach, and preliminary recommendations. Next, Mr. Knapp reviewed KDOT’s ADA Transition Plan, its development, contents, and next steps for implementation processes. Mr. Knapp discussed initial outreach (MetroQuest) for Kane County’s Long Range Transportation Plan and the county’s

Impact Fee Program, which provides incentives (discounts) for developments that “promote land uses compatible with healthy living,” including:

- *Transit Availability
- *Proximity to Multiple Land Uses
- *Density
- *Walkability

Mr. Knapp began to review individual projects, recently undertaken/accomplished/programmed. However, due to time constraints, the Chairman asked that he skip discussion of individual projects. These projects are listed, along with Mr. Knapp’s contact information, on slides in his presentation ([here](#)). Should members desire additional information, they can contact Mr. Knapp directly.

4.2 Forest Preserve District of DuPage County

Jessica Ortega, Landscape Architect Supervisor with the Forest Preserve District of DuPage County, together with Sidney Kenyon, Senior Trails Coordinator at DuPage DOT, presented on recent projects, plans, and initiatives related to trails in DuPage County Forest Preserves She highlighted FPDDC’s trail wayfinding program and ongoing update of interpretive signage, as well as projects to complete major regional trails.

Mr. Kenyon began by giving an overview of the County trail network, stating that 75% of all the regional trails in DuPage Co. are completed. The County has 6 major regional trails, which form the ‘backbone’ of the existing and proposed network, which he described individually in detail:

- North Central DuPage Regional Trail
- Great Western Trail
- West Branch DuPage River Trail
- Salt Creek Greenway Trail
- East Branch DuPage River Trail
- Southern DuPage Regional Trail

Ms. Ortega then introduced the FPDDC and, reviewing its beginnings, its current holdings, and its visitorship. She discussed the FPD’s mission and broad, high-level goals, which include connecting people to nature through trails. She then described the ways in which the FPD achieves this goal and implements both its vision and individual projects. Ms. Ortega described in more detail an number of projects including:

- The Fair Oaks Road Segment, the Winfield Mounds to West DuPage Woods Project, and the West DuPage Woods to Blackwell Project, all on the West Branch of the DuPage River Trail.
- The Schick Road Trail and the County Farm Road Bridge, both on the North Central DuPage Regional Trail.
- The Hidden Lake Forest Preserve Project and Greene Valley to Whalon Lake Connector, both on the East Branch DuPage River Trail.

Ms. Ortega then discussed the FPD's long-term district-wide signage plan, which includes wayfinding signs of various types, sign posts, and mileage markers, and interpretive signs. Finally, she discussed the FPD's collaboration, along with DuPage DOT, on local health initiatives, including FORWARD and Healthy West Chicago.

Mr. Mellis suggested that DuPage consider including information either online, on-site, or in the form of an app with information on taking transit to trails.

5.0 Project Updates

Ms. Irvin announced the new CMAP FLIP program and application period. More information is at <http://www.cmap.illinois.gov/about/involvement/flip>.

Ms. Buchwach reminded members and attendees of the upcoming Transport Chicago conference, and that organizers were currently seeking proposals. The conference will take place June 9, at the Holiday Inn Chicago Mart Plaza (350 Wolf Point Plaza).

Mr. Whitehead reminded attendees of the upcoming [Bike-the-Drive](#) event, which will take place on Sunday, May 29.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2014 Meeting Dates

New proposed 2017 meeting dates were presented and approved:

- Thursday, June 8, 2017 at 1:00 p.m
- Wednesday, September 27, 2017 at 1:00 p.m
- Thursday, December 14, 2017 at 1:00 p.m

7.0 Adjournment: 3:20 PM